

BAILEY RAPS THE PRESIDENT IN FAINT PRAISE

"Too Bad for Blessing;
Too Good for Curse,"
Says Senator From
Texas.

Criticism Incident to At-
tack on Currency Bills
Other Than His
Own.

"We never before have witnessed such a mixture of good and evil in any public man. Before we have finished praising him for some wise recommendation, he makes another so foolish that our praise must turn to censure."

In this way Senator Bailey of Texas this afternoon, in a speech in the Senate on currency legislation, described President Roosevelt.

"They tell me that he is brave," continued the Texan, "and I answer that he is just as rash as he is brave. They tell me that he is honest, and I answer that he is just as arbitrary as he is honest. He is—

"Too bad for a blessing,
Too good for a curse;
I wish in my heart,
He were better or worse."

"If he were much better he would be a Democrat, and if he were a little worse, he would not obscure and confuse the great issues between us and our adversaries."

Bailey defended the President on the charge of having brought about the recent panic through his persistent demand for the regulation of railroads.

"That charge," exclaimed the Senator, "has been made by men whose minds are heated with resentment, and it will not bear a close analysis. The President has demanded only that the railroads of this country should be required to deal justly with the people, and he has evinced no disposition to harass or to oppress them."

Admits Some Virtues.

The Senator declared that he was not an apologist for the President, and said he had no patience with the adulation of him indulged in by some Democrats.

"The good he has done in arousing public attention to certain evils of corporate management will give him an enviable place in the history of his time," he exclaimed.

And then, not to have his utterances taken as an endorsement of the "Roosevelt policies," he added:

"But the harm he has done in dwarfing the States, and exalting the General Government, cannot be measured, and, unless the tendency which he has set in motion is arrested and reversed, our splendid Federal system will ultimately be destroyed."

Later, he charged the President with frequently exhibiting a supreme indifference to the Constitution of the United States.

Bailey criticized the Aldrich financial bill, and the substitute offered by his colleague, Senator Culberson, and advocated the adoption of his own amendment, providing for the issuance of Treasury notes instead of national bank circulation, as an emergency measure.

An issue of \$100,000,000 instead of \$5,000,000 would be a more judicious plan, because the larger amount of money that could be put into circulation would be less apt to be used by the country to be needed it, he said.

Predicts Central Bank.

He declared that the national banks were seeking to establish a system of asset currency, and that they would strive to defeat any measure, which compels them to secure their circulation.

He predicted that if his substitute were rejected and the bill defeated, Congress would, within the next few years, either establish a great central bank of issue, or authorize national banks, as now constituted, to issue asset currency.

He argued that the present panic fund was insufficient to issue the danger of committing the control over the volume of currency to the banks, and declared that the bill, if passed, would, within the next few years, either establish a great central bank of issue, or authorize national banks, as now constituted, to issue asset currency.

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Charges Against Navy Refuted by Officers; Room for Improvement

New Hoist Greatest
Need, Senate Com-
mittee Is Told.

Secretary's Letter Hints
That Sims Is Un-
reliable.

Although admitting that there is room for great improvement in the construction of American battleships, the naval officers who testified before the Senate Committee on Naval Affairs today were unanimous in their declaration that the sweeping charges of inefficiency and faulty construction contained in the Reuter dispatches were without foundation.

Lieut. Richard D. White, assistant inspector of target practice, and, therefore, closely associated with Lieutenant Commander Sims, went near the point of criticism in his testimony than did Rear Admirals Goodrich and Remy (retired), who followed him.

He declared that the present ammunition hoist, equipped with shutters of the type now used in the navy, is most inefficient as installed. He said he had been on board nearly all the ships of the Atlantic fleet in his capacity as assistant inspector of target practice, and, therefore, was in a position to make close observations.

Favors Interrupted Hoist.

Lieutenant White said that the slot in the shutters, made necessary by the passage of a wire rope, is about three inches wide and eighteen inches long. This opening is large enough to permit powder to fall through. Powder, he said, had fallen through repeatedly and would continue to do so.

"Do you contend, then," asked Senator Hale, "that the shutters are of no value?"

"On the contrary," replied the naval officer, "they are of much value. If one hundred pounds of powder fell on the shutter, only about one pound would sift through into the handling room."

"Powder would not fall through if the interrupted hoist were used?" asked Senator Hale.

"No, sir."

At the conclusion of Lieutenant White's testimony Senator Hale read a letter from Secretary Metcalf, embodying the substance of a conversation between the Secretary of the Navy and the Senator, Saturday afternoon.

Although he refrained from mentioning any name, Mr. Metcalf's meaning was perfectly evident when he stated that the criticisms by "a naval officer" were "most unreliable."

Secretary a Critic.

Subsequently he reduced his estimated armor increase to twenty inches, and when he appeared before the Senate Naval Committee he suggested an increase of ten inches. The great difference in the views expressed by the officer, the Secretary said, illustrated how unreliable his opinion was. Secretary Metcalf said that it was his opinion that there is now no ground for the contention that the water line belt is faulty.

The criticisms which have appeared in the public press, he said, did not refer to ships designed within the past few years. These ships, the Secretary wrote, were in no sense inferior to the battleships of any other nation. On the contrary, he said, they have superior qualities, the existence of which are admitted by foreign officers resident in Washington.

Rear Admiral George C. Remy, retired, said that his judgment on the armor belt line would prompt him to locate it with reference to the probable low water line of the ship when she went into action. At such a time the ship should have on board full stores, full ammunition and about a three-quarters supply of coal.

Admiral Remy said that he could not subscribe to the sweeping charges contained in the Reuter dispatches. Referring to the turret hoists, the officer said that the gun turret should be isolated completely from the handling room, in order to secure for the men below a proper degree of safety.

Rear Admiral C. F. Goodrich, commander of the Brooklyn Navy Yard, said that Admiral Remy's views coincided with his own, both as regards the armor belt line and the turret hoists. He said that the gun turret should be isolated completely from the handling room, in order to secure for the men below a proper degree of safety.

Admiral Goodrich testified.

He asked Admiral Goodrich if he knew of any vessels which had attained in actual service, with full equipment aboard, the speed made on their initial Government trial trip. Admiral Goodrich said that the Georgia and Kentucky had made such performances. He admitted, however, that these were rare instances.

Sensor Tillman then said that he believed it would be a good thing to have two trial trips, one for an actual speed test, and the other to test the actual qualities of the ship when loaded as she is intended to be in the service. The committee adjourned as soon as Admiral Goodrich had finished his testimony.

Capt. Cameron Winslow and Commander Key will be heard by the committee tomorrow morning.



REAR ADMIRAL GOODRICH,
Who Testified Before the Senate Naval
Affairs Committee Today.

WU TING-FANG PAYS RESPECTS TO DEPARTMENT

New Chinese Minister
Calls at Offices of
the Secretary of
State.

Wu Ting-fang, the new Chinese minister, made his formal call upon Secretary of State Root this afternoon, and after the usual salutations the minister and Secretary Root arranged for his presentation to the President tomorrow or Wednesday. He will await formal notice of the date selected.

This morning Minister Wu called upon Assistant Secretary of State Bacon, and had a long chat with him. After his visit to Secretary Root, Minister Wu, with his usual smile, said that he had no news on the situation in the Orient, and no dispatches from his government. He said that he did not regard the situation as serious, and that he was not at all alarmed by the reports of the Chinese press.

Old-timers in the offices and corridors of the State Department were seized with gleaming recollections of former days when the portly form of Minister Wu Ting-fang, of China, reappeared on the scene, and his usual large smile, and his usual bowing and scraping in all quarters at Dr. Wu arrived.

Since reaching Washington the general minister has emitted a constant song of praise about his returning. "Glad to get back," he has been worked overtime, and the minister looks it. Yesterday was spent in becoming comfortably settled in the home of the Chinese legation at Nineteenth and U streets.

He seemed immensely pleased with the home erected during his absence, and yesterday was consumed in a general housewarming. This morning there was still a scurrying of servants who are arranging the final little house details that go to make for comfort of the Oriental minister.

What Congress Did

IN THE SENATE.

Senator Culberson introduced a resolution directing the District Commissioners to inquire as to whether the school buildings in the District are properly protected from fire. The resolution was ordered passed.

Senator Bailey addressed the Senate on the Aldrich currency bill, and defended President Roosevelt from the charge of being responsible for the panic.

Senator Gallinger introduced a bill for the extension of Massachusetts avenue from Wisconsin avenue west to the District line.

Another District bill introduced by Senator Gallinger provides for acquisition of land near the Connecticut avenue bridge for the extension of Belmont road and other streets.

The Frye joint resolution providing for the transportation of American ships of materials and equipment for the Panama Canal led to a lengthy discussion over the question whether the Government should establish a cement plant on the canal zone to make cement for use in constructing the canal.

IN THE HOUSE.

The House adjourned immediately after convening, because of the death yesterday of Representative Meyer.

Representative Lilley of Connecticut, refused to testify today before the special committee investigating his corruption charge against the House, and an adjournment was taken until Thursday, when he will be represented by counsel.

W. D. Lincoln, car-service agent of the Union Pacific, appeared before the House Committee on Commerce in opposition to the bill designed to prevent car famine on railroads.

The District subcommittee of the House Committee on Appropriations began today to put in final shape the District Appropriation bill.

ORDERS FOR IMPROVING INT. SAFETY OF PUBLIC SCHOOLS

Senator Culberson In-
troduces Resolution
Calling for a Rigid In-
vestigation.

School Officials Inspect
Buildings' Fire-Fighting
Appliances and Order
Reports.

The Senate this morning promptly agreed to a resolution introduced by Senator Culberson, which assures safety from fires in the public schools of the District.

The resolution directs the Committee on the District of Columbia to make an inquiry at once concerning the condition of school buildings, both public and private, as to their condition to resist fire and also as to their equipment with fire-escapes. The committee is directed to report by a bill or otherwise.

Senator Culberson said he did not know anything in detail about the condition of the school buildings, but regarded it as certainly a matter to be investigated. The committee will secure the information at once.

Schools Inspected.

The crusade was continued in other directions when President Oyster of the Board of Education, Superintendent Stuart, and Assistant Superintendent Hughes this morning made a personal inspection of several schools to ascertain if fire regulations were being observed.

A result of the tour was the formation of plans to remove the kindergarten classes from the upper floors of the Morgan and Johnson schools to the lower floors, where there is less danger for smaller children. Some time ago, it is explained, the children were moved to the upper classrooms on recommendation of the Health Department on account of the congestion in the smaller room downstairs.

President Oyster said this afternoon that the janitors and others seemed alive to the responsibilities of safeguarding against fire, and the teachers of each school visited today was warned to observe rigidly every precaution.

Reports Not Received.

Superintendent Stuart has not yet received the complete report which he called for from all supervising principals as to defects existing in the various buildings. The last reports are expected tomorrow, and at that time the recommendation will go to the Commissioners, and that it is not specifically about the lack of fire protection that we complain.

"It is on the money matter of the cutting of our appropriations that the Commissioners are at fault. We cannot keep our buildings in good repair. It is a matter of fact that the kindergarten classes at the latter school, there being insufficient room on the lower floors, are crowded into the upper rooms."

Referring to the several statements emanating from the office of the Commissioners disclaiming responsibility for lax fire protection, Captain Oyster said today:

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LILLEY WANTS HELP IN SUBMARINE PROBE; PUTS OFF TESTIMONY



GEORGE L. LILLEY,
Who Charges Corruption in Ordering of
Submarines.

MARTIN W. LITTLETON,
Who Has Been Retained by the Electric
Boat Company.

Representative Asks for
Lawyers to Cross-Ex-
amine Witnesses.

Accuser Declares He Is
Being Shadowed by
Detectives.

By refusing to testify before the special committee of the House of Representatives, appointed by the Speaker to investigate the Lilley charges of corruption of members of the House by the Electric Boat Company, Representative George L. Lilley of Connecticut compelled the committee to hold only a brief session today.

His refusal to testify was based on the ground that such action might result in giving the people under investigation opportunity to keep back some of the facts. Although Chairman Boutell, of the committee, was insistent that Mr. Lilley testify, he was firm in that Mr. Lilley testified he had been placed by the committee in the attitude of a prosecuting attorney and that he wanted witnesses summoned as he thought best for securing the facts in the case.

The investigation was adjourned until 10 o'clock Thursday morning, when the committee will meet on examining Mr. Lilley or will take other testimony.

Says Detectives Watch Him.

Another sensation of the initial session of the inquiry was the statement by Mr. Lilley that his every movement was being shadowed by detectives, and his request that he be relieved from such a nuisance and that the committee take the necessary steps to stop it.

Mr. Lilley submitted to the committee a list of the witnesses he wishes summoned before the committee, their examination to follow Thursday. The list includes the following officers of the Electric Boat Company:

Isaac L. Rice, president; Elihu B. Frost, vice president; Morris Bennett, treasurer; August Treadwell, Jr., assistant treasurer; Morgan H. Johnson, 11 Pine street, New York, an attorney, and C. S. McNeil, of this city, another attorney.

Other witnesses he wants summoned are former Senator Marion Butler, Washington; C. E. Creevy, Washington; E. W. Creevy, Washington; P. B. Sanders, Washington; Dr. W. H. Kerr, Washington and Chicago, and W. B. Gordon, Middletown, Mich.

Retain Lawyers.

That the Electric Boat Company of New Jersey intends to take no chances in the inquiry, was shown today when it developed that it had retained as counsel before the investigating committee Martin W. Littleton, chief counsel in the Thaw case, and John D. Lindsay, of New York.

The committee held its first public session this morning with all the members present. They are Boutell of Illinois, Stevens of Michigan, Olmstead of Pennsylvania, Howard of Georgia, and Broussard of Louisiana.

Representative Roberts of Massachusetts, of the Naval Affairs Committee, was present when the committee met. While the clerk was reading from the report of the Committee on Rules its resolution providing for the investigation, Representative Lilley spoke his first word in the inquiry. The report

(Continued on Page Two.)

NEWS OF CLASH IN THE ORIENT AWAITS TODAY

Japan's Naval Activities
Increase as the Chinese
Government Stands
Firm.

Apology Made for Haul-
ing Down Flag, But Pay-
ment of Indemnity
Refused.

LONDON, March 9.—News of armed aggression by the Mikado against China is almost hourly expected.

China has as yet failed to respond, except by a further counter proposal, to Japan's demand for the surrender of the Tatsu Maru, the Japanese ship seized by the Chinese government on the ground that it was smuggling opium.

The Japanese ultimatum delivered last week did not specify how long Tokyo would wait for compliance. Unless China yields, however, it is the impression in government circles here that the next step will be forcible recovery of the Tatsu by the Japanese navy, and immediate action to enforce the payment of indemnity.

British officialdom inclines to the opinion that further delay is not to be brooked, except what is necessary to make the naval preparations.

Apology to Japan.

China has apologized, indeed, for hauling down the Japanese flag on the Tatsu. Otherwise there has been no action toward complying with Japan's demands.

China has submitted three proposals: Settlement of the controversy by a mixed court of Japanese and Chinese members.

Surrender of the Tatsu, but retention of its cargo of war munitions pending arbitration of the dispute.

Recall by the Japanese of the ship, its cargo and permit for shipment, together with pledges from Tokyo to suppress the traffic between Japanese houses and Chinese.

Japan has refused the first and second of these offers, insisting on the immediate surrender of the Tatsu, and an apology for the seizure, punishment of the responsible Chinese officials and full indemnity. The last proposition has been ignored. A Japanese ultimatum having preceded it, with an intimation that no further counter-proposals and no longer delay would be tolerated.

Japan's Navy Active.

One Japanese cruiser is already at Canton, where the Tatsu is held, the Japanese southern squadron is on its way to the same port and the naval base at Sasebo, whence the armored cruiser Chiyoda sailed Saturday night for an unknown destination, is undoubtedly active. The departure of part of the first squadron for what port is unannounced—has been ordered March 14. Torpedo-boat destroyers are coaling as rapidly as possible, and big supplies of munitions and other supplies are being hurried aboardship.

Moscow, March 9.—Premier Saloni and Foreign Minister Hovashi will probably wait until March 10 or 11 for a reply to the Japanese ultimatum. At the same time it is known that the have been informed the Chinese board of foreign affairs thinks the Tatsu affair can only be settled by a complete inquiry, of which the Mikado has already refused to wait.

Tempting Fruit
Seen by Japs
In War Victory

Diplomatic authorities are watching with the utmost interest the developments of the sudden crisis in the relations of China and Japan. A remarkable variety of opinions is entertained as to the real, underlying significance of the situation.

On the one hand, there is a feeling of relief that Japan has turned about to China in a way which it is thought may withdraw public interest in Japan from contemplation of the possibility of a clash with the United States. On the other, there is fear that even though a war between Japan and China might relieve the strain on Japanese-American relations in the Pacific for the time being, it would result in still further strengthening the hand of Nippon in the Orient, and in adding to her determination to brook no rivalry on the Pacific. Out of this condition war with the United States might be precipitated, though it would necessarily be postponed.

China Asks American Aid.

While the present crisis has come suddenly, yet people who have closely followed China-Japanese relations since the Manchurian war are not much surprised. China's dispatch of Minister Wu to the United States was commonly accepted as evidence of a desire to enlist the sympathy of the United States in the cause of China as against Japanese aggression in Manchuria and elsewhere.

The truth about Manchuria, and about the relations of Japan and China, is believed to be that Japanese public opinion is still indignant and chafed over the diplomatic defeat which deprived Japan of the fruits of the war with Russia. The victory of Port Arthur, Mukden and the Japan Sea were offset, in humiliating degree, by the defeat of Portsmouth. Japan wanted an indemnity. A great body of Japanese opinion

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9 a. m.	40
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Sun rises	6:22
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